

SUBARU

THE 31st TOKYO MOTOR SHOW



***Active Driving,
Active Safety***

スバルのクルマは、走ることの楽しさを心から味わえる「ドライバーズカー」をめざしています。
走りの魅力を高めるために欠かせないのは、走りのよさと、それを支える安全性です。
そのためにスバルは、「4WD」の可能性に着目したクルマづくりを進めています。

まず4WD。さらにABS。もしものエアバッグ。

安全は4WDが基本であると、私たちは考えます。

アクティブ・ドライビング、アクティブ・セーフティ。スバルがめざしているのは、
走りの魅力に満ちたアクティブセーフティです。

Active Driving, Active Safety
SUBARU 4WD



スバルプレゼンテーションステージより
スバル4WDの解説はP28～P37をご参照ください。

世界最高水準の走りと安全をめざし スバルはWRCにチャレンジしています。



●SUBARU Impreza WRC Results (1994/1995)

1994/全10戦	1995/全10戦
ROUND 1 (1月) モンテカルロ 3位	ROUND 1 (1月) モンテカルロ 優勝
ROUND 2 (3月) ポルトガル 3位	ROUND 2 (2月) スウェーデン リタイア
ROUND 3 (4月) サハラ 優勝	ROUND 3 (3月) ポルトガル 優勝/7位/7位
ROUND 4 (5月) フランス・コルス 2位	ROUND 4 (5月) フランス・コルス 4位/7位/7位
ROUND 5 (6月) アラバリア 優勝	ROUND 5 (7月) ニュージーランド 優勝/7位
ROUND 6 (6月) アルゼンティン 2位	ROUND 6 (9月) オーストラリア 2位
ROUND 7 (7月) ニュージーランド 優勝/6位	ROUND 7 (10月) カタルニア (10/22~23)
ROUND 8 (8月) 1000湖 3位	ROUND 8 (11月) RAC (11/19~22)
ROUND 9 (9月) サンレモ 2位/3位	
ROUND 10 (11月) RAC 優勝	

WRCチャレンジ:走りと安全の実証



WRC(世界ラリー選手権)。それはF-1グランプリと並ぶモータースポーツの頂点です。そのWRCにスバルは今年もフル参戦で挑んでいます。スバルがWRCを重視するのは、ひとつは生産車ベースのクルマで闘われること。そしてもうひとつは、世界中の難コースを転戦

するWRCのステージでは、地球上のあらゆる走行条件と遭遇できるからです。

モータースポーツは最高の実験場です。勝利は技術の優位性を実証し、トラブルは技術のレベルアップを早め、その成果はトータルに走りや安全を高める技術に結実していきます。スバルがWRCにチャレンジを続ける理由。それは、世界最高水準の走りや安全をめざしているからです。



限定販売

Impreza WRX STi Ver. II 555

スバルのモータースポーツ活動で知られるSTiがロードゴーイング用にチューニングしたエンジンを搭載した市販車。ワークス・レープリカとして人気です。
●1994cc MAX OUTPUT: 273hp/5500rpm MAX TORQUE 32.5kg-m/4000rpm
※STiはスバルテクニカインターナショナル社、スバルのモータースポーツを統括するとともに英国プロドリフト社との連携によりSTiのワークス・チームを運営。

**The World Rally Championship is our test laboratory.
Subaru cars are put through their paces on all kinds of road the world over.**

To say that Subaru is enthusiastic about motor sports would be to understate the case. Winning races is proof of our engineering excellence. Problems we encounter in racing quickly force us to take our technology to a higher level. The challenge of motor sports is a true test of our technical abilities, and formalizes the Subaru tradition. Subaru participates fully in the World Rally Championship worldwide, and currently we are one of the top contenders. Involvement in the sport allows us to race production vehicles. In doing battle over world's most exacting courses, our cars encounter just about every road condition imaginable. There is simply no tougher test of Subaru's competence.

カルロス・サインツ、コリン・マクレー SUBARUを語る。

1995 RALLYE MONTE-CARLO

WORLD RALLY CHAMPION



カルロス・サインツ (左)

最初に私を驚かせたのは、特にエンジンの感触だ。しかしそれだけで勝てるクルマになれるわけではない。



インプレッサは非常に素性の良いクルマだ。特にエンジンの感触は、このクルマで最初に私を驚かせた部分だ。レスポンスの良さが生み出すエンジンコントロールの絶妙さ。そして扱いやすいトルク特性。ボクサーエンジンは、インプレッサの最も特筆すべきポイントだと思う。そしてエンジンとトランスミッションが縦置きにレイアウトされていることも、いまのWRCでは有利な点だ。横置きよりも前後の重量バランスが良く、ボンネット内の通気も良くなるから、よりパワーアップが可能となる。コーナリング性能を上げるためにもボクサーエンジンがメリットになっている。

しかし、それだけで勝てるクルマができるわけではない。ドライバーが乗ってすぐに慣れ、コントロールしやすい、パニック時でもクルマが何とかが逃げられるという、数字やスペック、レイアウトに出てこないものが大切なんだ。とにかく弱点が見つからないくらいインプレッサは良いクルマで、乗っていてすごく楽しいよ。

Carlos Sainz and Colin McRae talk about Subaru

Carlos Sainz

The Impreza is a car with a superb pedigree. It was the feel of the engine that impressed me most at the start: its excellent response and strong torque across the entire power band give it a class-topping performance. Indeed, of all the Impreza's merits the BOXER engine is by far its best feature. The direct linear layout of the engine and transmission provide just the edge we need in the current WRC series. Compared to vertically-opposed engines, the BOXER has superb weight balance and a very efficient airflow beneath the bonnet—creating far more powerful engine than would otherwise be possible. Furthermore, because it's horizontally opposed, the engine has a low center of gravity—giving the driver superb cornering ability. But that alone is not enough to win races. The controls must be sharp, responsive and easy to handle—while at the same time reliable enough for us to tackle the toughest tracks and roads in total confidence. The Impreza allows us to do just that. Overall, it's extremely difficult for me to highlight any features of the Impreza which I feel could be improved. It's an extremely well-made car!

Colin McRae

As a rally driver, my involvement with Subaru has been invaluable to my career—not least because they opened the door for me by helping me win the British Championships in 1991 and 1992. At that time, the Legacy's speed and ease of handling compensated well for my lack of experience. And although these days I have a great deal more experience, the Subaru still plays a major part in my success. My driving may look a little radical at times, but that's only because the superb handling of the car gives me tremendous confidence. That confidence has been instrumental, for example, in helping me to win the New Zealand rally for the past three years. The rally there features a long 40km stage in the mountains—a demanding haul over loose gravel which is both twisting and fast. Driving the Subaru, I set a course record for the stage in 1994 and this year I finished it 30 seconds faster than any of the other drivers. The Subaru's positive handling gives me the confidence to drive better the harder the course becomes. It's a wonderful car to be driving.

僕のラリー人生においてスバルとの出会いは、とても意義深い。91年・92年とレガシィで2年連続イギリス選手権のチャンピオンになれ、世界への道が開けた。レガシィは速いだけでなくとても乗りやすく、経験の少ない僕を助けてくれた。一見派手に見える僕のドライビングは、重量バランスに優れた類い稀なハンドリングを持つスバルに育てられたと言っても過言ではない。

そして、僕がニュージーランドで3連覇できた理由も、スバルのハンドリングにある。ラリーでは、各イベントに勝敗を分ける山場が必ずあるがニュージーランドでは、「モグ」と呼ばれる細くツイステイでしかも40kmを超える長いステージがそれだ。ここで僕は94年にコースコードを出し、95年も2位に30秒以上の大差をつけることができたのだけれども、難コースほど僕が強いのは、何よりもハンドリングの良いスバルが僕にシチュアードドライビングを与えてくれる証明になると思う。

コリン・マクレー (右)

難コースほど僕が強いのは、何よりもハンドリングの良さが、僕にシチュアードドライビングを与えてくれるからだ。



スーパーワゴンをつくってみました。



スバルツーリングワゴン15年。日本に本格的なワゴンモータリングが花開いています。α-EXIGAは、スバルがワゴンの理想形の一つを求めた近未来スーパーワゴンです。ドライバースワゴンとしての走り、ワゴンパッケージングならぬカーデザインングの可能性。アクティブセーフティの高め方。そして、水平対向6気筒エンジンを核に新開発したH-6コンパクトパワーユニット。そのすべてに最高水準のツーリングコンフォートを求めています。

α-EXIGA
Subaru sets the standards for a super wagon.

Wagons are now one of the major trends in motoring, and the α-EXIGA is Subaru's ideal of the shape of superwagons to come. This is a wagon designed for *real* driving, pushing design possibilities to the limits. With advanced active safety features and the newly-developed compact H-6 power unit, the α-EXIGA delivers the ultimate in long-range touring comfort.

α-EXIGA

アルファ・エクシーガ(乗用車館参考出品車)

4670(L)×1810(W)×1590(H)mm WHEEL BASE:2700mm

ENGINE:3.0L DOHC 4CAM 24VALVE

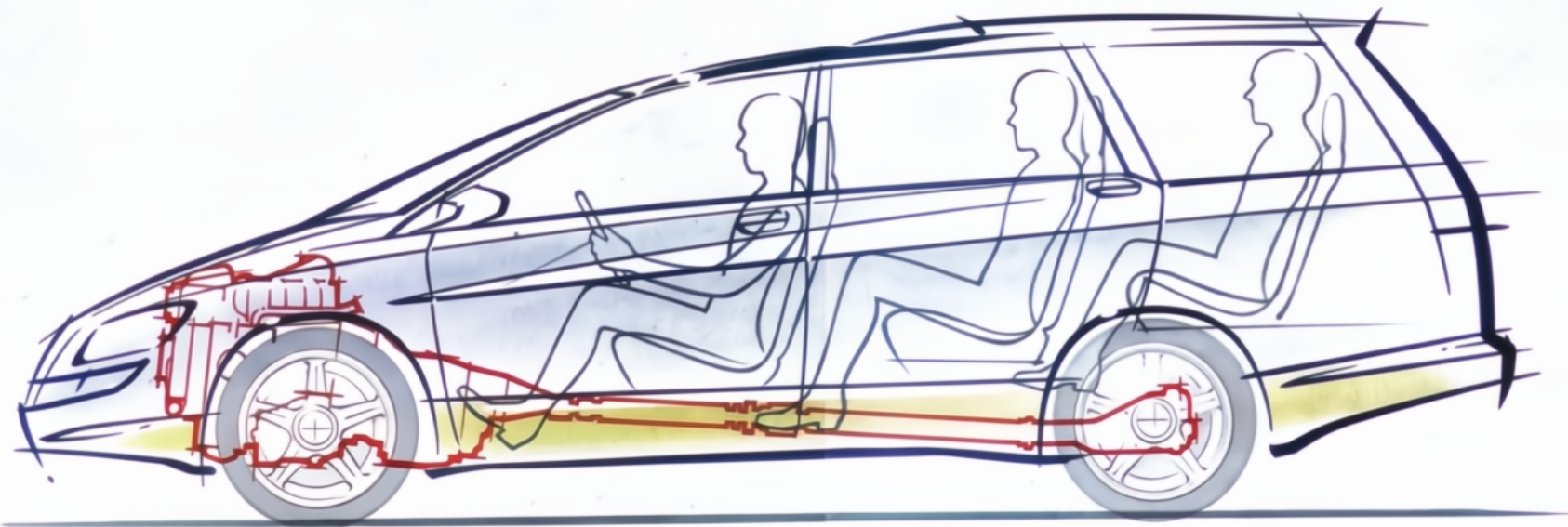
HORIZONTALLY OPPOSED 6CYL

MAX OUTPUT:240/6000rpm MAX TORQUE:32.0kg-m/4800rpm

TIRE:225/45 R17

H-6コンパクトパワーユニットにご注目。
カーデザインingの自由度も驚くほど高めています。

α-EXIGA



⑥フロントデフ、ミッション、サスペンションを統合的にコンパクト化した画期的なH-6コンパクトパワーユニットが、ゆとりの3列シートワゴンパッケージングを実現しています。まさに「走り」「スペースユーティリティ」「カーデザインing」の自由度を革新するリアルテクノロジーです。

⑦水平対向エンジン縦置き4WDシステムによるスバルならではの走りの楽しさ。新開発の水平対向6気筒エンジンはタンブルコントロール+リニアバーン、オールアルミ構造エンジン、低フリクション化により、出力を犠牲にすることなく低燃費を実現しています。

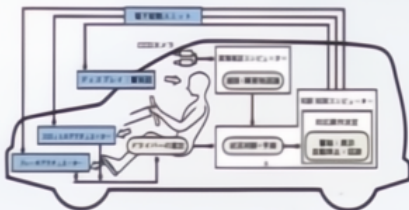
⑧サスペンションは新開発ダブルウィッシュボーン(フロント) & マルチリンク(リア)の構成。ハンドリングと乗り心地の両立に加え、リヤサスペンションはスペースユーティリティの向上にも貢献しています。

⑨スバルの4WDテクノロジーを発展させた新世代トラクションコントロールシステムVDC(ビークル・ダイナミック・コントロール)搭載。スーパーワゴンにふさわしいより高度なアクティブセーフティを実現。(P19を参照)

⑩ADA(アクティブ・ドライブ・アシスト)システム
ドライバーの脳、目、手足に相当する機能をクルマに与え、積極的に運

転操作をアシストすることにより、ドライバーの精神的・肉体的な負担を軽減する総合的な運転支援システム。車載した複数のCCDカメラでとらえた画像で、コンピューターが障害物や道路形状を立体的に認識。それを制御コンピューターが判断し、操作系(アクセル、ブレーキなど)を自動制御、つねに安全な状態に走行を制御します。

■ADAシステム構造図



The compact H-6 power unit. Opening the doors to new freedom in design.

●The H-6 compact power unit's integrated front differential, gear box and suspension bring new levels of design freedom to a wagon package with three rows of seats. Not only is the "H-6" key to driving pleasure, it has also revolutionized space utility and design possibilities. ●Newly-developed horizontally-opposed 6-cylinder engine features lean burn, all-aluminum construction, and friction-minimizing design. ●Newly-developed double wishbone front suspension and multi-link rear suspension. ●Next generation traction control VDC (Vehicle-Dynamic Control). This all adds up to the active safety a superwagon demands.

●ADA (Active Drive Assist) comprises several on-board CCD cameras that input images to a computer. The computer uses this image input to build a composite 3-dimensional map of the road shape and obstacles in the vehicle's path. Another control computer judges road conditions from the map data and initiates auto-control operations in an integrated manner to provide driver assistance.

STREEGA

ストリーガ (商業車館参考出品車)

4450(L)×1740(W)×1570(H)mm WHEEL BASE:2580mm
ENGINE:INTERCOOLER TURBOCHARGED 2.0L
DOHC 4CAM 16VALVE HORIZONTALLY OPPOSED 4CYL
MAX OUTPUT:250/6500rpm
MAX TORQUE:31.5kg-m/5000rpm
TIRE:215/65 R15



250馬力。いろいろ遊べるスポーツカーです。

250馬力・インタークーラーターボBOXER搭載。ユーティリティに優れたワゴンパッケージング。STREEGAは乗用車進化形。カーライフのステージをアクティブに拓ける新ジャンルのマルチスポーツ4WDです。

◎スバルワゴンの上質なテイストに力強さを調和。アウトドアフィールドから都会まであらゆるシーンで印象的なハイポジションボディ。

◎低重心・軽量・高剛性の車体、ロングストロークの4輪ストラットサスペンションは、悪路走破時にも優れた操縦安定性と乗り心地を発揮します。

◎高度なアクティブセーフティ「スバル4WD+ABS+TCS」,4WDに、低μ路での制動時のホイールロックを防ぐABSと、スピンを防ぐTCS(トラクションコントロールシステム)を組み合わせています。



STREEGA

The 250PS all-round sporty performer.

STREEGA features a 250PS BOXER engine with turbocharger and intercooler, and delivers incredible utility in a wagon-style package. It's no exaggeration to say STREEGA is a bold leap forward in passenger car design that creates an entirely new category of multisports 4WD vehicles. ●A blend of refined taste and power, the hallmark of a Subaru wagon ●High driving position ●Lightweight, high-rigidity body with low center of gravity, and long stroke 4-wheel MacPherson strut suspension deliver superior off-road handling stability and ride comfort ●High level of active safety with the combined Subaru 4WD, ABS and TCS

ELCAPA

エルキャパく乗用車鑑参考出品車

3500(L)×1550(W)×1630(H)mm WHEEL BASE:2370mm

ENGINE:800cc INLINE 4CYL SOHC

MAX OUTPUT:64/6000rpm

MAX TORQUE:7.5kg-m/4800rpm

TIRE:155/65R14



電気自動車と
ガソリン自動車
が
一緒になった。

ハイブリッド・パワー
システム

ELCAPAはエンジンとモーターのハイブリッドパワー。しかも低公害・省資源・低騒音のスーパーエネルギーリサイクル型。ECVTフルタイム4WDとマッチして、雨でも雪でも楽しく安心して走れます。大人4人が乗れる快適ミニマムサイズボディの中に、これからのタウンカーの理想をもちこみました。

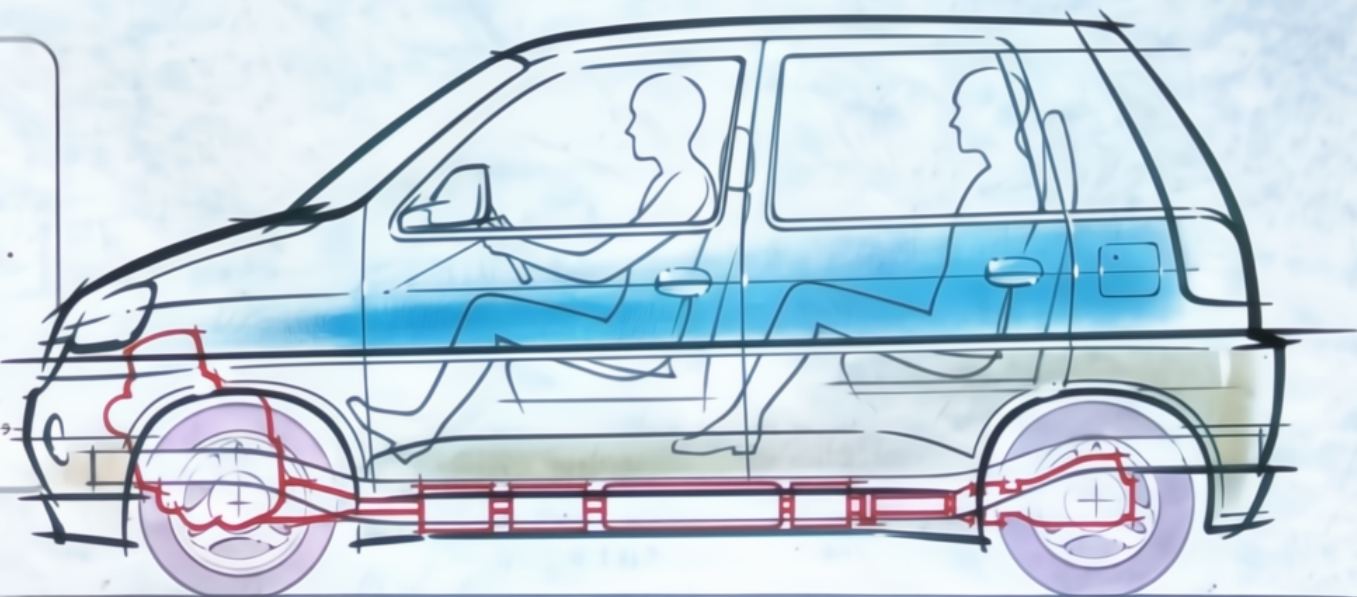
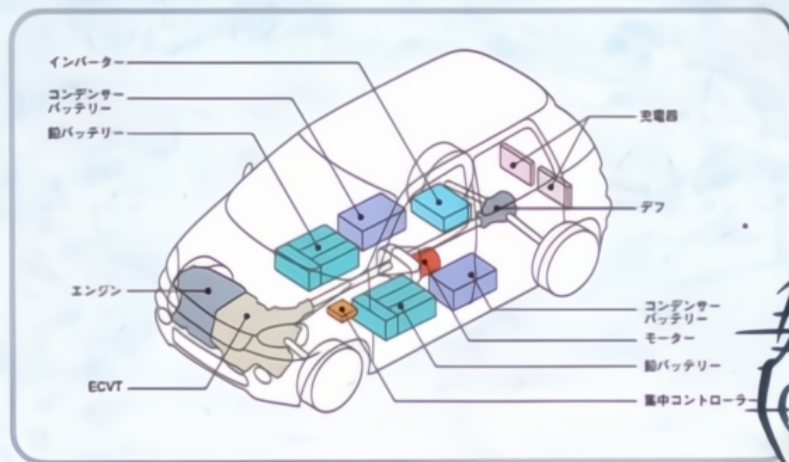


ELCAPA World-class multi-mini. The ideal in urban driving.

ELCAPA is the ideal for urban driving, ready to meet the needs of city drivers the world over. In spite of its minimal size, ELCAPA seats four adults comfortably and is equipped with ECVT full-time 4WD to assure you of safe, enjoyable driving even in rain or snow. And thanks to the Super Energy Recycling Hybrid Power System, ELCAPA features low emissions, saves resources and generates minimal noise. There's much more to ELCAPA than meets the eye.

世界の街へ。タウンカーの理想を求めたワールドマルチミニです。

超低燃費のハイブリッド・パワーシステム。無段変速のECVT +フルタイム4WD。
車体構造は世界各国の安全基準をクリアしています。



ELCAPA

◎SUBARUハイブリッド・パワーシステム(スーパーエネルギーリサイクル型)
ELCAPAはエンジンとモーターの2つのパワー源をもっています。しかも
大容量コンデンサーバッテリーをはじめ新技術を結集して、高効率のエネルギーリサイクル(減速時の運動エネルギーを回収して充電)を実現。
これにECVT+フルタイム4WDシステムを組み合わせ、低公害・省資源・
低騒音を実現する画期的なハイブリッド・パワーシステムです。また、家庭用100V電源をはじめとする外部電源による充電も可能です。

【基本走行モード】

- エンジン走行モード** 渋滞の少ない郊外走行に最適
(エンジン+ECVT/フルタイム4WD走行)
- モーター走行モード** 市街地走行や静粛走行に最適
(モーター/フルタイム4WD走行)
- ハイブリッド走行モード** 1 2 3 で走行中に状況や速い速いして大きなパワーが必要なとき
(エンジン+モーター/フルタイム4WD走行)

◎エネルギー回収機能 1 2 3 のいずれでも回収可能
(コンデンサーと鉛バッテリーに充電)



◎ECVT+4WDのアクティブセーフティ
フル電子制御ECVTとフルタイム4WDの組み合わせ、とてもスムーズ&
イージーに4WDの楽し(安全な走り)が味わえます。フルタイム4WDはブレーキをかけたときの安定性と安心感が大きく違います。
◎高度な安全構造設計
前後方向に通したフロア下の強固なフレームと、側面衝突対応設計によって、全世界の安全基準をクリアするボディ構造を実現。さらにサイドも含むエアバッグシステムを装備。いちだんと安全性を高めています。

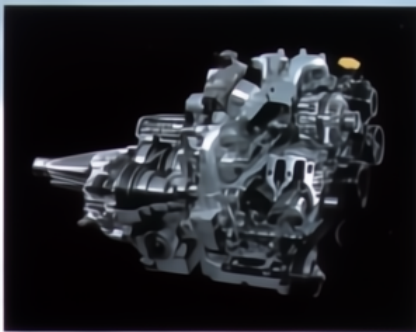
Hybrid Power System

エンジン: 800cc直列4気筒SOHC
最高出力: 64ps/6000rpm
最大トルク: 7.5kg-m/4800rpm
モーター: 永久磁石型同期モーター
モーター出力: 連続10KW, 最大19KW
バッテリー(容量):
コンデンサーバッテリー 36F/120V, or 42F/120V
鉛バッテリー (36V-40Ah)

Ultra-low fuel consumption Hybrid Power System. ECVT full-time 4WD. Body construction surpassing safety standards worldwide.

Introducing the Subaru Hybrid Power System (Super Energy Recycling type) engine, combining a gasoline engine and electric motor to produce "hybrid power". Recharging is automatic while the vehicle is running, and the environmentally-friendly system delivers low exhaust emissions, saves resources and produces very little noise.

The Hybrid Power System features three drive modes. Mode 1 uses the engine (for out-of-town driving), Mode 2 uses the electric motor (for town driving), and Mode 3 combines both for higher power. High power demands are sensed automatically and power mode is switched accordingly. The system also features an energy recovery function, allowing recovery of energy in all power modes.



次世代パワーユニット 超リーンバーンエンジン+縦置きHT-CVT

◎ 貫内噴射エンジン(超リーンバーンエンジン)

エンジンは混合気(ガソリン+空気)を燃料噴射装置でシリンダー(筒)内に噴射しますが、省資源と排ガス浄化をめざし、ガソリンの温度を薄めてリーンバーン(希薄燃焼)させる様々な方法が研究されています。スバルの貫内噴射エンジンは、シリンダー内に直接ガソリンを噴射することで超リーンバーンを可能にするもので、大幅な燃費向上と排ガス浄化性能の両立を図ります。ボアサイズの大きな水平対向エンジンの特徴を生かした、バルブの中心部にインジェクターを置く理想的なレイアウトにより、コンパクトなシリンダーヘッドを実現しています。

◎ 縦置きHT-CVT、2.5Lクラスにも対応する無段階変速機。

無段階変速のCVTにトルクコンバーターを組み合わせ、縦置きに配置。縦置き4WDのパワーユニットの走りの優位性を引き出すとともに、トルコンのロックアップも含めてフル電子制御化して、パワーユニットをトータルに高効率化。2.5Lクラスのエンジンまで対応できるハイトルクCVTです。

ECVTは1987年にスバルが世界に先がけて実用化。

ECVTは、「高性能な走り」と「低燃費」を両立する新世代のイメージドライブシステムで、スバルが1987年に世界に先がけて実用化。現在では国内外のメーカーにも供給され、世界中で高い評価を得ています。ECVTは、スチールベルトと一對のプーリーを組み合わせ、プーリーの直径を無段階で変化させることによって変速させる無段階変速機で、回転ロスが少なく変速ショックが発生しません。また、走行状態に応じてつねに変速比を理想的に変化させるため、発進や加速時はキビキビとした走りが得られ、経済性も優れています。

ミラーサイクルエンジン/CVTip

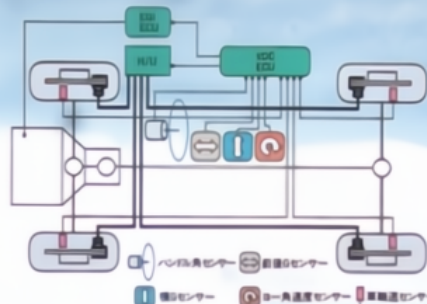
◎ 考出品車 VIVIO RX-T に搭載

◎ ミラーサイクルエンジン

ECVT専用チューニングを施した658cc4気筒SOHCスーパーチャージャーエンジンの優れた素質を生かし、最小限の変更でミラーサイクル化。燃費率の向上とともにポンピングロスを低減し、高出力と低燃費を両立します。

◎ CVTtip

電磁クラッチもプーリー変速も電子制御化したフル電子制御のECVTに、マニュアルシフトモードを組み合わせた、スバルとボルシェの共同開発による画期的なシステム。走行中にDレンジ(自動変速モード)とMレンジ(マニュアルシフトモード)を自由に選択でき、イメージにもアクティブにも走りを楽しめます。



VDC(ビークル・ダイナミック・コントロール)

◎ 考出品車 α -EXIGA に搭載

4WDの走りや安全性をさらに高める車輪制御システムです。ハンドル角と車速からドライバーの目標走行ラインを認識し、同時に車輪速、前後・左右の加速度、およびヨー運動を検出し、実際の走行ラインを想定します。この2つのラインの差が小さくなるよう駆動力と制動力を4輪個別に制御します。不安定な走行状態に入ると予想される時は、制動力とともに、エンジン出力を下げてもコントロールし、車の安定した走りを確保します。

Technology for tomorrow... The wider vision. The continual pursuit of active driving and active safety.

◎ Direct injection engine with HT-CVT

Direct, high pressure injection of fuel into the cylinders achieves lean burn for cleaner exhaust emissions with high power output. In addition, HT-CVT (High Torque Continuously Variable Transmission) allows the engine to operate at its most fuel-efficient, boosting gas mileage. This transmission can be mated to engines of up to 2.5-liter capacity.

◎ ECVT (Electro-Continuously Variable Transmission)

In 1987, Subaru was the first to launch the ECVT, a new 'easy drive system' boasting the twin goals of improved performance and low fuel consumption. At present, Subaru is supplying the ECVT units to both local and overseas manufacturers where it has been highly acclaimed, especially in Europe.

◎ Miller cycle engine with CVTtip

658cc 4-cylinder Miller cycle engine with supercharger and CVTtip greatly improves thermal efficiency, lowers pumping loss, and delivers high power with low fuel consumption. CVTtip is an electronically controlled CVT that incorporates a manual shift mode. This innovative system is the result of a collaborative R & D effort between Porsche and Subaru.

◎ VDC (Vehicle Dynamic Control)

The VDC system recognizes the course a driver wishes to take from the steering wheel angle and vehicle speed. It detects the current driving conditions from the wheel speed sensors, longitudinal and transverse G sensors and the yaw velocity sensor, and simultaneously estimates the coefficient of friction (potential loss of traction) of the road surface. It uses this information to predict the actual direction of the vehicle, and minimizes the difference between the desired and predicted course by controlling the driving and braking forces. When a potentially unstable situation is predicted because the desired course and the car's actual course differ, the braking and driving forces are controlled to regain stability. Vehicle speed is also limited if necessary by reducing engine output and torque.

明日への技術。より大きな視野に立って
Active Driving, Active Safetyを追求 しています。



いい走りは、心解きほぐしてくれます。



**LEGACY
TOURING WAGON GT-Plus**

レガシィ フーリングダウンGT プラス (※車両検査受検品※)

レガシィシリーズの最高峰。グラウンドフーリングカーとしての走りのポテンシャルをいっそう際立たせています。

◎ドライバーステアリングセンターデフ◎17インチマグネシウムホイール

◎ルーフレールディフューザー



IMPREZA CABRIOLET operetta

インプレッサ カブブレイク オペレッタ (※原車種参考出品車)

オープンエアモータリングのBGMの定番は、ボクサー・サウンド。
肌で感じるインプレッサの走り。

◎電動格納式ソフトトップ◎ロールオーバー

- ①テラシカルで親しみのあるテイストを表現。
ヴィヴィオの新しい魅力を引き出しています。
- ②走りはリッターカークラス、燃費は軽自動車NAクラスの
スーパーチャージド・ミラーサリクルエンジン搭載。Super VIVIO/
ECVT=CVTφはボルシエ社と共同開発。(P18を参照)
- ③頂点に立つ4WDグランドスポーツ。
- ④よりアクティブによりカジュアルに
グランドワゴンから始まる新しいワゴンライフ。
1995年8月新登場。

① **VIVIO BISTRO**

7474 2000
CHENGPING



②VIVIO RX-T

ラ・グ・ロ RE・T
(東京府立総合研究センター)



①ALCYONE SVX S4-II

7A14-05VX 54-0 (通用型)



④ LEGACY GRAND WAGON

レボレ・グランソフエン
(東京事務所・銀座四丁目三番地)





LEGACY GRAND WAGON WOODLAND

レガシー グランドワゴン ウッドランド(販売車種参考出品車)

グランドワゴンには木の温もりが似合う。
トラディショナルなステーションワゴンの風合い。

③エクステリアウッドトリム(メイプル:横)



自分の生活はいつもスポーティでありたい。
ただ、フィジカルなスポーツだけがスポーツではない。
つねにフェアな精神をつらぬくスポーツマンとしての
自分でありたい。そんな自分に似合うクルマは——。
ウッドランドにはそんな思いを込めてみたんだ。

徳大寺有恒

ワゴンのある生活。遊ぶときは遊びましょう。

①高速クルージングポテンシャルはターマックの楽しみ。
その先には、グラベルが待っている。
スポーツワゴンのステージは、さらにワイドに。

②ワゴンライフの楽しさをさらに拡大する
7人乗りツーリングワゴン。

① IMPREZA GRAVEL EX

インプレッサ グラベルEX
(販売車種参考出品車)



② LEGACY TOURING WAGON SEVEN

レガシー ツーリングワゴン セブン
(販売車種参考出品車)



いろいろな角度からスバルらしさを込めました。



DOMINGO CAMPING-CAR ALADDIN

ドミンゴ キャンピングカー アラジン(国産車参考出品車)

シャワー付ギャレ、冷蔵庫、ボートアルティレノ
上のポップアップ式ルーフベッドに2人寝て、シートも
フラットにして、あと2人寝る。アラジンの不思議なドミンゴ
6名乗車。



EL DOMINGO

エル ドミンゴ(国産車参考出品車)

ショートキャンピングに、ピクニックに。
ECVT+フルタイム4WDの足も
エクステリアも頼もしい。8人乗り1BOX7ゴン。



Dias PICNIC-CAR ASTONISH

ディアス ピクニックカー アストニッシュ(国産車参考出品車)

大人4人がお泊りできる2階建てベッド
国産軽トラックにシート、冷蔵庫も、ボートアルティレノ装備。
外からは想像もつかない。じっりという名のミニキャンパー。



- ①自宅療養システムや在宅ケア、身体障害者の方
(主に車椅子を使用される方)の
介護を目的とした特別設備車です。
車椅子での乗降用パワーリフターも装備。

①SAMBAR TRANSCARE

サンバー トランスケア
(国産車参考出品車)

- ②スタイリッシュな高性能1BOX電気自動車。
パワフルで静粛、ドライバフィードバックも快適です。

②SAMBAR CLASSIC EV

サンバークラシック電気自動車
(国産車参考出品車)



富士重工とスウェーデン・ボルボ社との
提携で生まれた大型観光バス
"アステローベ・スベリオール"
富士重工は、バスボディの
分野でもさまざまな
技術開発をしています。



レガシーツーリングワゴンの魅力は、なんといっても4WDをベースにしたパッケージングにあるといえる。水平対向エンジンと4WDの組み合わせにより、低い位置に、左右シンメトリーにエンジン、ミッションそしてドライブシャフトをレイアウトできる。左右方向の運動バランスのよさ、前後方向の重量バランスのよさ、それが2500ccの4WDのスポーティで

安心感のある走り、すなわちドライビングプレジャーを生み出す重要な鍵を握っている。レガシの走りっぷりは見た目以上に元気がいい。例えば遊び道具を満載するなど、ワゴンとしてのスペースを十分に使っても、ハイスピードドライビングを安心して楽しむことができる。雨が降ろうと、たとえ雪が降ろうとレガシの機動力はひるま

ない。高速走行での安心感は、このクラスでは文句なくトップレベルにあり、しっかりしたサスペンションは乗り心地の面でも不満はない。4WDに高速走行での安定性というコンセプトを提案してきたスバルだが、その考えをさらに進化させたレガシシリーズにその美質をベースにラフロードでの優れた走破性を確保したグランドワゴン

が仲間入りしたことにより、それぞれの使用目的に合わせたモデルチョイスができるようになった。キャンプやアウトドアスポーツを楽しむにはグランドワゴン、ハイスピードツーリングを主体に使うなら250psターボDOHC搭載のツーリングワゴンGT、絶対加速はGTに譲るものの、ゆったりと上質な走りを味わうには2.5iNAエンジン搭載のツーリング

ワゴン250Tがお薦めだ。ワゴンとしての使い勝手のよさ、そしてスポーティな走りっぷりがレガシ最大の長特であるが、スタイリングも忘れてはいけない。ワゴンが数多く存在するが、レガシは遠くから見ても一目で解る存在感がある。このクルマの満足度はかなり高い。

しみずかずお/NAVI、カートップなど多くの自動車雑誌で活躍するモータージャーナリスト。特にドライビングテクノロジーの理論的解析において第一人者であり、また現役のレーシングドライバーとしても第一級の腕を持つことで知られている。

レガシの走りっぷりは見た目以上に元気がいい。

清水和夫

The Legacy—an even better drive than it looks.

The Legacy Touring Wagon's 4WD packaging is one of its major attractions. Its combination of a horizontally-opposed engine and 4WD system allows low floor height and a laterally symmetrical layout of the engine, gearbox and drivetrain. This assures excellent side-to-side and front-to-rear balance and delivers a sporty drive with a reassuringly safe feel. In other words, it's a vital reason for enhanced driving pleasure, and is the major reason why Legacy is an even better drive than it looks. Even packed with a full load of luggage, Legacy lets you enjoy high speed driving through rain or snow with a level of safety unmatched in a car of this class. The solid feel of the suspension is another cause for celebration. Subaru pioneered the concept of stable high speed driving in a 4WD vehicle, and with the arrival of the Grand Wagon and its exceptional off-road capabilities, the choice of models became much wider. For lovers of outdoor sports, the Grand Wagon is the vehicle of choice. For high speed touring, the 250PS turbo DOHC Touring Wagon GT is unrivaled. And for a refined drive in total comfort, the Touring Wagon 250T with normally aspirated 2.5-liter engine is the ideal. Overall, the greatest attractions of the Legacy are its exceptional driveability and ease of use as a wagon, but its styling deserves praise, too—there are many wagons on the market, but even from a distance the Legacy is unmistakable. This is a car with an incredibly high level of satisfaction.

Kazuo Shimizu is a auto journalist who writes for a number of car magazines. He is well known as a leader in the field of theoretical analysis of driving technology, and is also widely known as a first rank racing driver.

そのフットワークは、スリッしにくい。
4WDは、クルマのアクティブセーフティを根本から高めます。



4WDアクティブセーフティ：トラクション

4WDの安全性は、雪道や雨の高速道路などすべりやすい路面ほどはつきり表われます。雪の坂道発進など特に安心です。

4WDがスリッしにくいのは、4輪すべてを駆動することで、つねに優れたトラクションを発揮できるからです。クルマを前輪で引っぱり、同時に後輪で後押しする。しかもエンジンパワーを4輪に分散するためタイヤに過剰なパワーが伝わらない。この4WD独自の特性は乾いた路面でもちろん発揮されますが、路面がすべりやすくなると、タイヤの接地力も低下し、2WDと4WDの安全性はさらに差が開くことになります。その場合、4WDは2WDと比べて最大で約2倍のトラクションが得られます。



Ⓢタイヤはグリップ能力（摩擦力）以上の力が加えられるとスリッを起こします。4WDがスリッしにくいのは、駆動力を4輪で分散するため、各タイヤのスリッ限界に余裕があること。その結果、4本のタイヤのグリップ力を有効に使うことができます。

Ⓢ雪で滑りやすくなっていて、タイヤに30馬力以上かかるとタイヤと路面とのグリップ限界を超えてしまう道を、100馬力のクルマで走っていると下記のようになります。

〈2WDの場合〉

駆動軸1軸あたり50馬力のパワーが伝わっても20馬力のパワーロスが発生（50馬力－30馬力＝20馬力）。トラクションとして発揮されるのは30馬力×2軸＝計60馬力。余分な20馬力はタイヤを空転させ、スリッを引き起こす原因ともなります。

〈4WDの場合〉

1軸あたり25馬力。タイヤのグリップ限界内ですから、エンジンパワーの100馬力はフルにトラクションとして使われ、安全な走りができるわけです。

Avoiding "slip"—the challenge facing automakers for over 100 years.

Quite simply, a car runs on its tires. They are the only part of the vehicle in direct contact with the ground. They have to transmit power, steering and braking. And they have to do it on all kinds of road surface. So enhancing these critical tire functions is the cornerstone of high performance. Or put another way, performance largely depends on how effectively we can suppress tire slippage, or traction loss. By its very nature, transmitting raw drive power to the road through the tires will always produce some loss of traction. And that is why 4WD is so vitally important: 4WD provides vastly superior traction—up to twice as much as 2WD.

イメージ通りに走れることほど
気持ちのいいものはありません。4WDは快適です。

SUBARU
PRESENTATION
STAGE

4WDアクティブセイフティ:コーナリング

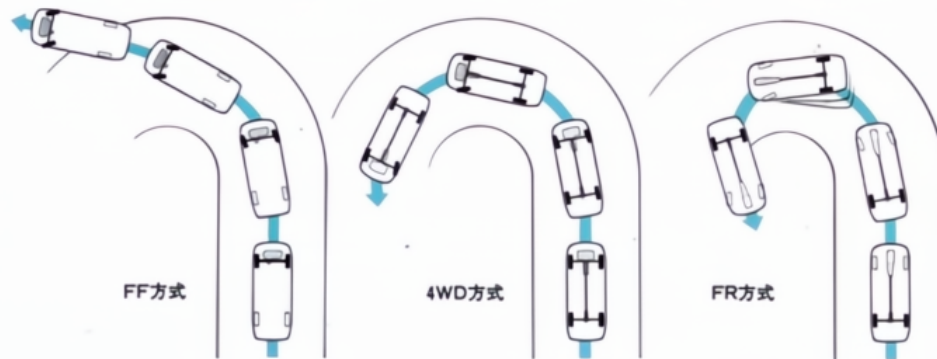
思い通りに曲がれるクルマは、気持ちがいいですね。
4WDは、この曲がるといふ基本性能にも優れています。
コーナリング時、4WDは進行方向に働く駆動力と、遠
心力に対抗して横向きにふんばる力(コーナリングフォ
ース)がバランスして、安定したコーナリングが行えます。
これもトラクションに優れているからです。

クルマは安定したトラクションが得られることで、はじめ
て安全に走れます。スワップしにくいばかりかイメージ通
りに曲がることもできる4WDは、ひとつは走りそのものが
事故を起こしにくいこと、もうひとつはドライバーの不
安や疲労を防ぐこと、その二重の意味でクルマのアク
ティブセイフティを高めます。

駆動力が加わったフロントタイヤは遠心力に対抗する
コーナリングフォースが確保できず、限界を超えると
コーナーの外側に飛びだしてしまうことがあります。

4WDは前後輪のコーナリングフォースが
緩やかに、かつ同時に低下するため、
安定したコーナリングができます。

フロントタイヤは十分なコーナリングフォースを
確保していても、リヤタイヤが外側に流れ
スピン状態に陥ることがあります。



駆動方式別の走行特性

4WD—the basis of active safety.

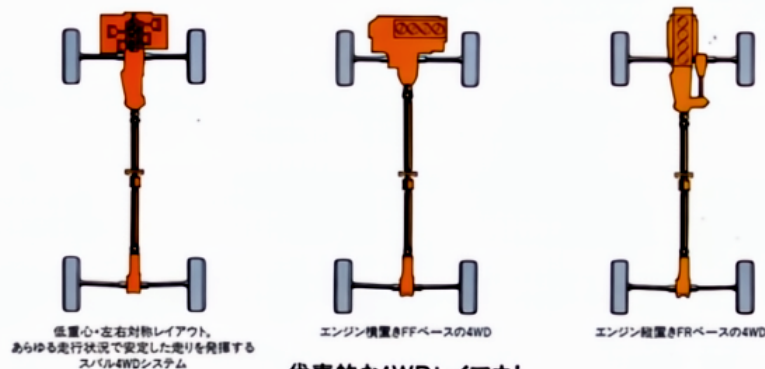
There are two major approaches to car safety. One is *passive safety*, or minimizing damage and risk of injury in the event of an accident. The other is *active safety*, which seeks to prevent accidents in the first place. And stable traction is by far the most important factor in active safety. That's why 4WD, with its superior traction, forms the basis of active safety.

**SUBARU
PRESENTATION
STAGE**

A top-down view of a white LEGO Technic chassis. The chassis features four wheels with black rubber tires. The central suspension system is visible, including a vertical axle with a spring and a horizontal beam. The front and rear axles are connected to the wheels via a series of Technic connectors and bushings. The overall design is symmetrical and robust, typical of a custom-built LEGO vehicle.

スバル4WDの走行領域イメージ

	レーシングサーキット	高速道路	市街地	ラフロード	オフロード
一般的な2WD乗用車					
スポーツ4WD					
オフロードタイプ4WD					
スバル4WD					



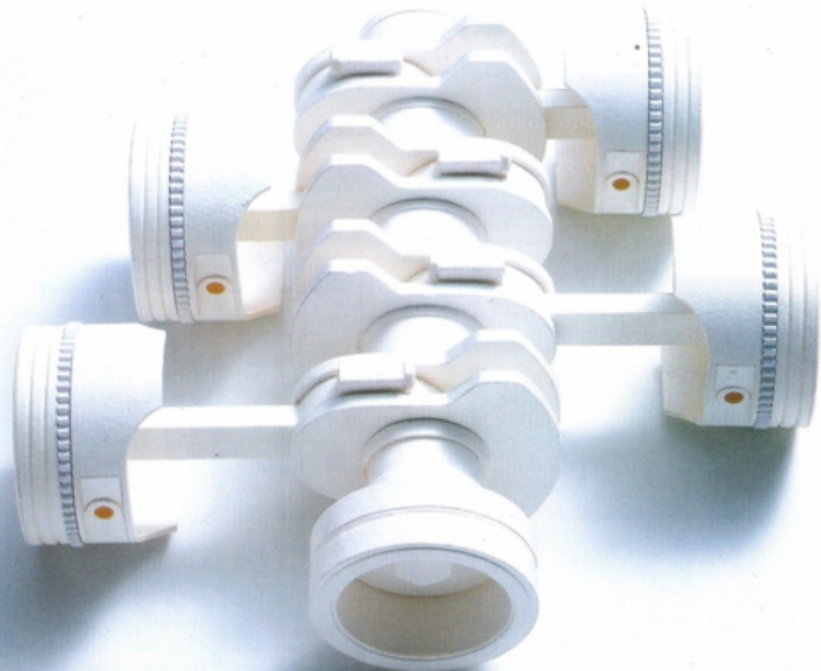
代表的な4WDレイアウト

Subaru's 4WD system achieves the ideal drivetrain layout. From the lightweight and compact horizontally-opposed engine, through the gear box, transfer box and propeller shaft, to the rear differential, the drivetrain is straight and laterally symmetrical. In turn, this gives excellent longitudinal and lateral balance. It's this simple yet perfect layout that is the key to the nimble handling so characteristic of Subaru vehicles. So you not only enjoy a sporty drive, you also have the peace of mind that comes with a high level of active safety. The Subaru 4WD system. The crystallization of Subaru engineering, and our pride and passion.

愛称は、「ボクサー」。
スバル4WDのもうひとつの楽しみ。



4WDアクティブドライビング：水平対向エンジン



スバル4WDを語るとき忘れてならないのは水平対向エンジンです。愛称「ボクサー」。ボクサーがパンチを交わすようにクランクシャフトを中心に左右水平にピストンを繰り出すこのエンジンは、高性能エンジンの資質に満ちています。対向するピストンは互いに振動を打ち消し合い、高回転までなめらかでシャープなレスポンスが味わえます。パワーソースとしての能力、剛性、信頼性の

高さはWRCでも実証。そして、静かでも心昂ぶるボクサーサウンド。しかも何より重要なことは、全高が低く全長の短い、軽く、コンパクトで、左右バランスに優れたこのエンジンが、スバル4WDシステムのキーマネジメントとして存在していることです。スバルは理想の走りを求めて、SVX、レガシィ、インプレッサの全モデルにこの「ボクサー」を搭載しています。



低重心・軽量コンパクトなため走りの安定性も高める高性能水平対向エンジン。

The highly-praised BOXER. Key component of the Subaru 4WD system.

The mainstay of the Subaru 4WD system is its horizontally-opposed engine, known as the BOXER. This engine configuration features a central crankshaft with horizontally-opposed pistons on either side. This unique layout is the secret of the engine's high performance, and in keeping with our quest for the ultimate drive, the SVX, Legacy and Impreza are all equipped with a BOXER type engine.

走り込みながらつくり込む。
路上の真理を求めるスバルです。

●1989 レガシィ4WD 10万キロ世界速度記録達成(FIA公認)
447時間44分09秒887
平均速度223.345km/h(米国アリゾナ州)

●1993 レガシィツーリングワゴンGT世界最速ワゴン記録達成
(FIA公認、ACCUS公認)
ステーションワゴン多量生産車無改造部門)
区間平均速度249.981km/h(米国ソルトレイク市)

記録・データが語るスバル4WD

SUBARU
PRESENTATION
STAGE

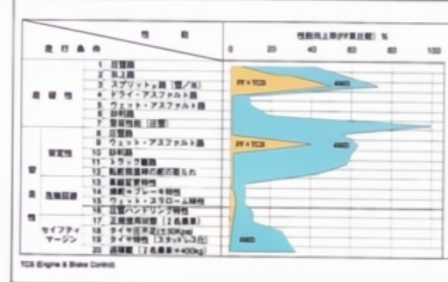
スバルのクルマづくりで特徴的なことは、徹底した走り込みによって開発することです。開発初期の膨大なデータ収集や特殊な設備が必要なテストはもちろんテストコースで行いますが、それ以上に重視しているのが一般道での実走行テストです。実際に走って、体で感じて、納得いくまで走り込んでつくり込みます。一般道とは地球上のすべての道が対象になります。

走行テストは研究実験スタッフが開発の初期段階か

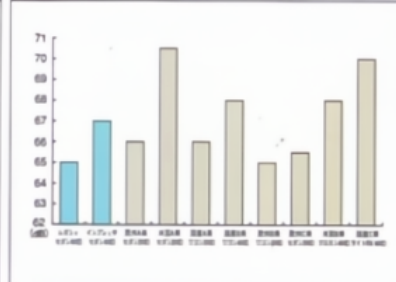
ら最終的なセッティングまでそのクルマに関わり、わずかな一瞬の反応にもテストを求めています。ドライバーズカーにはデータの速さだけでなく、感覚的な性能が特に重要だからです。

スバル4WDはすでに20年以上にわたり、走り込みによるつくり込みによって精度・品質を高めています。そして、静粛性や軽量化も含むクルマに求められるトータルな高性能を実現しています。

FF、FF+TCS、4WDの性能比較



100km/h走行時の室内騒音



Driving while we build.

We prove our theories on the road, not just on the desktop.

What sets Subaru apart is a commitment to thoroughly testing the cars we build, while we build them. Subaru pays particular attention to testing on regular public roads. And by that we mean all the roads we can find, all over the world. Our research and test personnel are closely involved with vehicles under development, from the initial phases right through to completion. Subaru does not rely solely on test data, either. We consider the subjective observations of our experienced research staff equally important.

●Legacy 4WD achieves world speed record for completing 100,000 km in 1989. Total time to 100,000 km: 447 hours 44 minutes 09 seconds. Average speed: 223.345 kph.

●Legacy Touring Wagon GT achieves world speed record for wagon class in 1993. Average speed: 249.981 kph

僕が嬉しくなるクルマは走りも含めて文化を感じさせてくれるクルマだ。
機能というやつはつきつめるほど人間の感情とは離れてゆく。そこがクルマの難しいところなのだけれども、それでも僕は、日本の文化を深く感じさせてくれる、趣味のいいクルマの出現を夢見てならない。

徳大寺 有恒



スバルは全日本スキー連盟 (SAJ) に
昭和51年より国内・海外競技のための
オフィシャルカーを提供しています。



スバルはアウトドアスポーツを応援しています。



スバルスノーミーティング'95 in 富良野



第15回インタースキー (野沢温泉スキー場)



HANAKO インプレススノーボードスクール in 富良野



第21回全国学生若手スキー大会



富士重工業株式会社

〒160 東京都新宿区西新宿1-7-2 スノールビル
スノールのことならフリーダイヤル0120-052215



このメッセージブックは、Recycled Paperを使用しています。

SUBARU

THE 31st TOKYO MOTOR SHOW



***Active Driving,
Active Safety***

Subaru aims to create "driver's cars" that allow drivers to truly enjoy the joy of driving. What is essential to enhancing the appeal of driving is a good driving performance and the safety that supports it. To that end, Subaru is promoting the development of cars that focus on the possibilities of 4WD.

First, 4WD. Then ABS. And airbags just in case.

We believe that 4WD is the foundation of safety. Active driving, active safety. Subaru aims for active safety that is full of driving appeal.

Active Driving, Active Safety
SUBARU 4WD



Please refer to pages 28-37 for an explanation
of Subaru 4WD from the Subaru Presentation Stage.

Subaru is challenging the WRC with the aim of achieving the world's highest standards of driving performance and safety.



●SUBARU Impreza WRC Results (1994/1995)

1994/all 10	1995/all 10
ROUND 1 (January) Monte Carlo	ROUND (January) Monte Carlo
ROUND 2 (Mon) Portugal	ROUND 2 (February) Swedish Retirement
ROUND Safari ROUND	ROUND 1 (Mon) Portugal
(May) Rahmoud Korp	ROUND 2 (May) Tour de Corsica
ROUND) Acropolis	ROUND (July) New Zealand Winner 70
ROUND (June) Argentina	ROUND (September) Australia 2nd
ROUND 7- (July) New Zealand 6th place	ROUND 7 (October) Catalonia
ROUND (Month) 1000	ROUND 8 (November) RAC
ROUND (Monday) Sanremo	
ROUND 10 (11月) RAC	

WRC Challenge: Demonstration of performance and safety



WRC (World Rally Championship). It is the pinnacle of motorsports, on a par with the F-1 Grand Prix. Subaru is again taking part in the WRC this year with a full participation. One of the reasons why Subaru places importance on the WRC is that it allows them to participate with production-based cars. Another reason is that they are competing on difficult courses around the world.

This is because the WRC stages offer the opportunity to encounter virtually any driving condition on earth.

Motorsports is the ultimate testing ground. Victories demonstrate the superiority of our technology, and problems accelerate the improvement of our technology, resulting in technologies that improve overall driving performance and safety. The reason why Subaru continues to challenge



itself in the WRC is because it aims to achieve the world's highest standards of driving performance and safety.



*Limited sale

Impreza WRX STi Ver. II 555 This popular works replica is a production car equipped with an engine tuned for road use by STi, known for Subaru's motorsport activities. 1994 MAX OUTPUT: 275hp/6500rpm MAX

↑ TORQUE: 32.5kg-m/4000rpm, STi-Subaru Technica International, known for Subaru's motorsport activities, and Prodrive's works team were selected.

The World Rally Championship is our test laboratory. Subaru cars are put through their paces on all kinds of road the world over.

To say that Subaru is enthusiastic about motor sports would be to understate the case. Winning races is proof of our engineering excellence. Problems we encounter in racing quickly force us to take our technology to a higher level. The challenge of motor sports is a true test of our technical abilities, and formalizes the Subaru tradition. Subaru participates fully in the World Rally Championship worldwide, and currently we are one of the top contenders. Involvement in the sport allows us to race production vehicles. In doing battle over world's most exacting courses, our cars encounter just about every road condition imaginable. There is simply no tougher test of Subaru's competence.

Carlos Sainz talks about SUBARU.

53 1995 HALLYEONTE CARLO

WOR
RAL
CHAMPIO



WRC Challenge: Special Message

Carlos Sainz ()

What struck me at first was
the feel of the engine
in particular, but that
alone doesn't make a car a winner.



The Impreza is a very good car. The feel of the engine in particular was what first surprised me about this car. The excellent response results in exquisite engine control, and the torque characteristics are easy to handle. I think the boxer engine is the Impreza's most notable feature. The longitudinal layout of the engine and transmission is also an advantage in today's WRC. It provides better front-to-rear weight balance than a transverse layout, and there is also better ventilation under the hood, allowing for greater power output. The boxer engine is also beneficial for improving cornering performance.

However, that alone is not enough to make a winning car. What's important is things that can't be expressed in numbers, specs, or layout, such as a car that the driver can quickly get used to, that is easy to control, and that allows the driver to somehow escape even in a panic by leaving it to the car. The Impreza is such a good car that it's hard to find any weak points, and it's a lot of fun to drive.

Carlos Sainz and Colin McRae talk about Subaru

Carlos Sainz

The Impreza is a car with a superb pedigree. It was the feel of the engine that impressed me most at the start: its excellent response and strong torque across the entire power band give it a class-topping performance. Indeed, of all the Impreza's merits the BOXER engine is by far its best feature. The direct linear layout of the engine and transmission provide just the edge we need in the current WRC series. Compared to vertically-opposed engines, the BOXER has superb weight balance and a very efficient airflow beneath the bonnet—creating a far more powerful engine than would otherwise be possible. Furthermore, because it's horizontally opposed, the engine has a low center of gravity—giving the driver superb cornering ability. But that alone is not enough to win races. The contrails must be sharp, responsive and easy to handle—while at the same time reliable enough for us to tackle the toughest tracks and roads in total confidence. The Impreza allows us to do just that. Overall, it's extremely difficult for me to highlight any features of the Impreza which I feel could be improved. It's an extremely well-made car!

My encounter with Subaru has been very meaningful in my rally career. I won the British Championship two years in a row in 1991 and 1992 with a Legacy, which opened the door to the world. The Legacy is not only fast, but also very easy to drive, which helped me with my lack of experience. It is no exaggeration to say that my driving style, which may seem flashy at first glance, was nurtured by Subaru, which has excellent weight balance and rare handling.

The reason I was able to win three consecutive races in New Zealand is also because of Subaru's handling. In rallies, there is always a climax that determines the winner, and in New Zealand, that stage is the "Modu," a narrow, twisty, and long stage of over 40km. I set a course record here in 1994, and in 1995 I beat the second place driver by a huge margin of over 30 seconds. I think the fact that I'm as strong on this course as I am is proof, above all, that the great handling of my Subaru gives me confident driving.

Colin McRae()

The reason I'm so strong on the course is because, more than anything, the car's excellent handling gives me the confidence to drive.



Colin McRae

As a rally driver, my involvement with Subaru has been invaluable to my career—not least because they opened the door for me by helping me win the British Championships in 1991 and 1992. At that time, the Legacy's speed and ease of handling compensated well for my lack of experience. And although these days I have a great deal more experience, the Subaru still plays a major part in my success. My driving may look a little radical at times, but that's only because the superb handling of the car gives me tremendous confidence. That confidence has been instrumental, for example, in helping me to win the New Zealand rally for the past three years. The rally there features a long 40km stage in the mountains—a demanding haul over loose gravel which is both twisting and fast. Driving the Subaru, I set a course record for the stage in 1994 and this year I finished it 30 seconds faster than any of the other drivers. The Subaru's positive handling gives me the confidence to drive better the harder the course becomes. It's a wonderful car to be driving.

I made a super wagon.



15 years since the Subaru Touring Wagon. Full-scale wagon motoring is blossoming in Japan. The A-EXIGA is a futuristic super wagon that Subaru has pursued as one of the ideal wagon forms. Its performance as a driver's wagon, the possibilities of wagon packaging and car design, and the enhancement of active safety. And the newly developed H-6 Compact Power Unit, centered around a horizontally opposed 6-cylinder engine. All of these are designed to provide the highest level of touring comfort.

α-EXIGA
Subaru sets the standards for a super wagon.

Wagons are now one of the major trends in motoring, and the α-EXIGA is Subaru's ideal of the shape of superwagons to come. This is a wagon designed for *real* driving, pushing design possibilities to the limits. With advanced active safety features and the newly-developed compact H-6 power unit, the α-EXIGA delivers the ultimate in long-range touring comfort.

α-EXIGA

Alpha Exiga Passenger Car Exhibition Vehicle>

4670(L)×1810(W)×1590(H)mm WHEEL BASE:2700mm

ENGINE:3.0L DOHC 4CAM 24VALVE

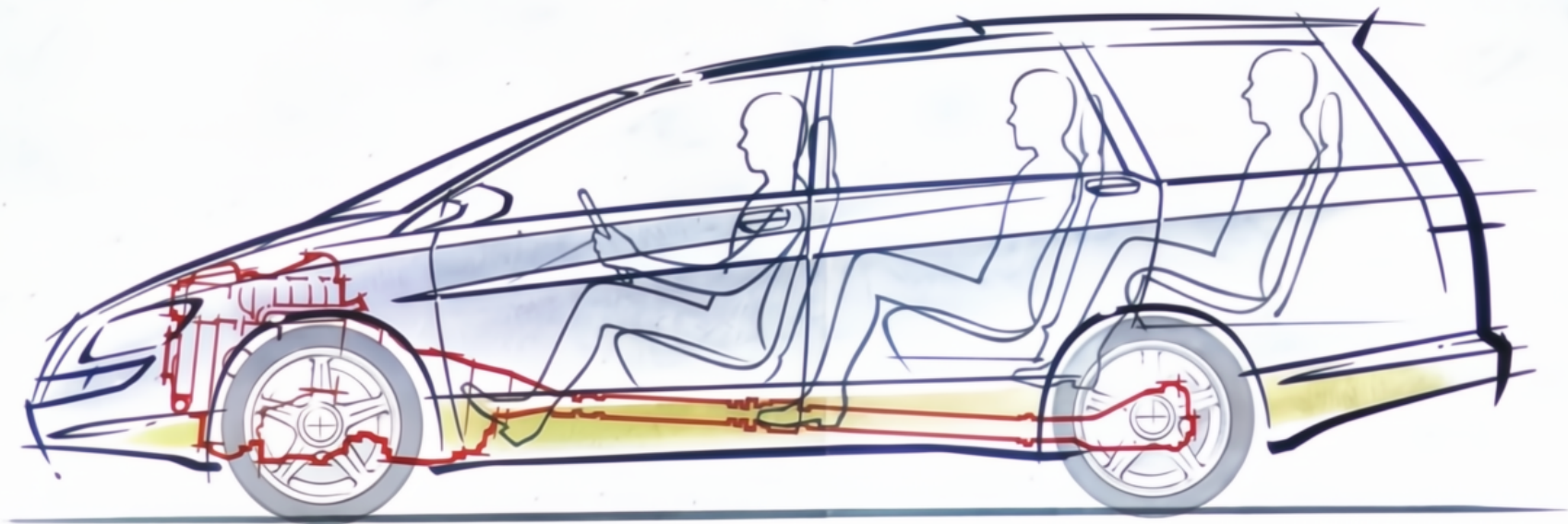
HORIZONTALLY OPPOSED 6CYL

MAX OUTPUT:240/6000rpm MAX TORQUE:32.0kg-m/4800rpm

TIRE:225/45 R17

Take a look at the H-6 compact power unit. It offers an astonishing degree of freedom in car design.

α-EXIGA

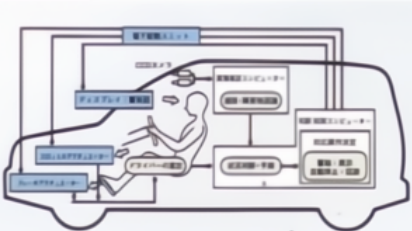


- ④ The groundbreaking H-6 compact power unit, which integrates the front differential, transmission, and suspension into a compact unit, realizes a spacious three-row seat wagon package. This is real technology that will revolutionize the freedom of "driving," "space utility," and "car design."
- ④ The horizontally opposed engine, longitudinally mounted 4WD system, offers driving pleasure unique to Subaru. The newly developed horizontally opposed 6-cylinder engine features tumble control, lean burn, an all-aluminum construction, and low friction, achieving excellent fuel economy without sacrificing power output.
- ④ The newly developed double wishbone (front) and multi-link (rear) suspension configuration not only achieves both excellent handling and ride comfort, but also contributes to improved space utility.
- ④ Equipped with Subaru's next-generation traction control system, VDC (Vehicle Dynamic Control), which is an evolution of Subaru's 4WD technology, it provides a more advanced active safety system befitting a super wagon (see page 19).
- ④ ADA (Active Drive Assist) System

It gives the car the functions equivalent to the driver's brain, eyes, hands and feet, and actively drives the vehicle.

This is a comprehensive driving support system that reduces the mental and physical burden on the driver by assisting with driving operations. Images captured by multiple CCD cameras on board the vehicle are used by a computer to recognize obstacles and road shapes in three dimensions. The control computer then judges this and automatically controls the operating systems (accelerator, brakes, etc.), controlling driving to ensure safe conditions at all times.

■ ADA system structure diagram



The compact H-6 power unit.
Opening the doors to new freedom in design.
●The H-6 compact power unit's integrated front differential, gear box and suspension bring new levels of design freedom to a wagon package with three rows of seats. Not only is the "H-6" key to driving pleasure, it has also revolutionized space utility and design possibilities. ●Newly-developed horizontally-opposed 6-cylinder engine features lean burn, all-aluminum construction, and friction-minimizing design. ●Newly-developed double wishbone front suspension and multi-link rear suspension. ●Next generation traction control VDC (Vehicle-Dynamic Control). This all adds up to the active safety a superwagon demands.

●ADA (Active Drive Assist) comprises several on-board CCD cameras that input images to a computer. The computer uses this image input to build a composite 3-dimensional map of the road shape and obstacles in the vehicle's path. Another control computer judges road conditions from the map data and initiates auto-control operations in an integrated manner to provide driver assistance.

STREAM

Striga (Commercial Vehicle Gallery Showcase)

4450(L)×1740(W)×1570(H)mm WHEEL BASE:2580mm
ENGINE:INTERCOOLER TURBOCHARGED 2.0L
DOHC 4CAM 16VALVE HORIZONTALLY OPPOSED 4CYL
MAX OUTPUT:250/6500rpm
MAX TORQUE:31.5kg-m/5000rpm
TIRE:215/65 R15



250 horsepower. A sports car that can be enjoyed in many ways.

250 horsepower, intercooler turbo BOXER equipped.

With its utility-friendly wagon packaging, the STREEGA is an evolved passenger car. It is a new genre of multi-sport 4WD that actively expands the stage of your car life.

● The Subaru Wagon's refined style and powerful feel are harmoniously combined in this high-positioned body, making it an impressive choice for any scene, from outdoor

● Fields to urban areas. The low center of gravity, high rigidity body, and long-stroke four-wheel strut suspension provide excellent handling stability and ride comfort, even when driving on rough roads.

Advanced Active Safety: Subaru 4WD + ABS + TCS 4WD is combined with ABS to prevent wheel lock when braking at low speeds and TCS (Traction Control System) to prevent spinning.



STREAM

The 250PS all-round sporty performer.

STREEGA features a 250PS BOXER engine with turbocharger and intercooler, and delivers incredible utility in a wagon-style package. It's no exaggeration to say STREEGA is a bold leap forward in passenger car design that creates an entirely new category of multisports 4WD vehicles. ●A blend of refined taste and power, the hallmark of a Subaru wagon ●High driving position ●Lightweight, high-rigidity body with low center of gravity, and long stroke 4-wheel MacPherson strut suspension deliver superior off-road handling stability and ride comfort ●High level of active safety with the combined Subaru 4WD, ABS and TCS

ELCAPA

(Cavaco Passenger Car Model reference only)

3500(L)×1550(W)×1630(H)mm WHEEL BASE:2370mm

ENGINE:800cc INLINE 4CYL SOHC

MAX OUTPUT:64/6000rpm

MAX TORQUE:7.5kg-m/4800rpm

TIRE:155/65R14



The ELCAPA is a hybrid powertrain that combines an engine and a motor. It's a super-energy-recycling model that's low-pollution, resource-saving, and quiet. Paired with the ECVT full-time 4WD, it offers a fun and safe ride in both rain and snow. The ideal town car for the future is packed into a comfortable, minimal-sized body that can seat four adults.



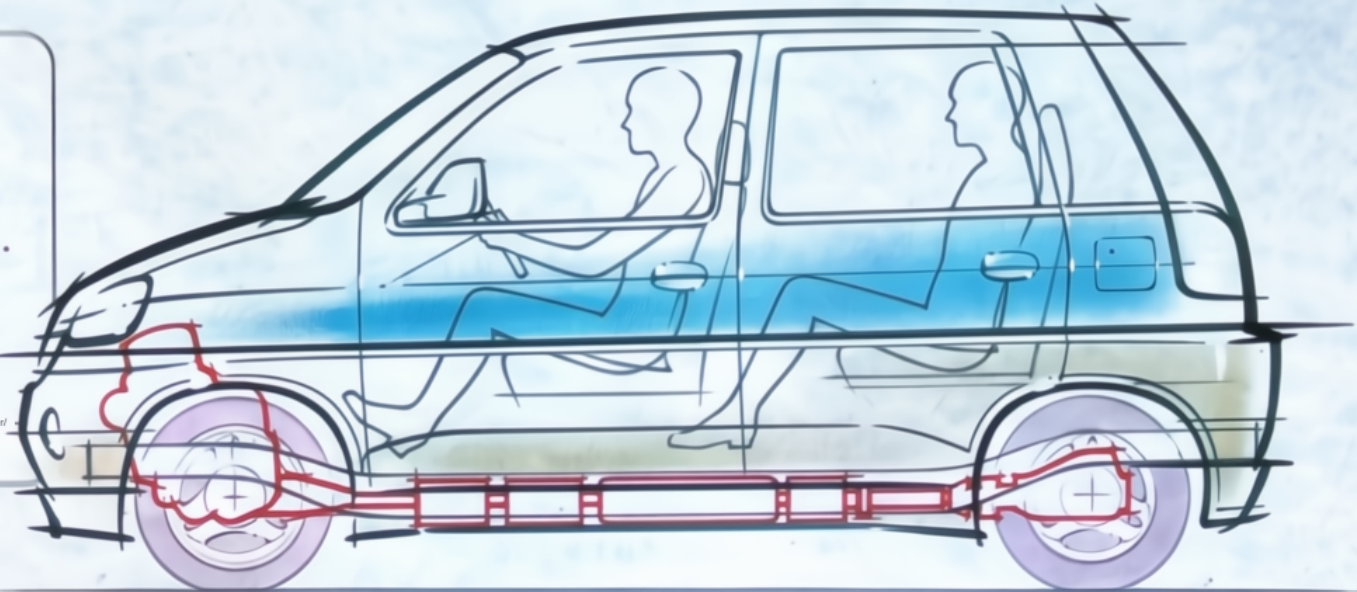
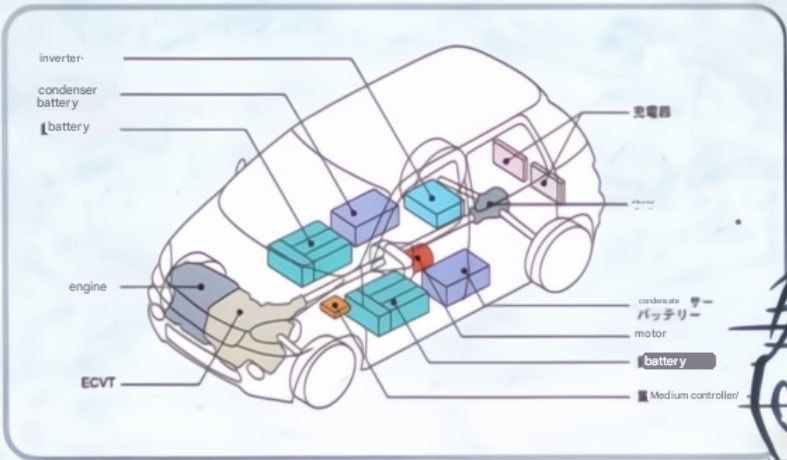
ELCAPA **World-class multi-mini.** **The ideal in urban driving.**

ELCAPA is the ideal for urban driving, ready to meet the needs of city drivers the world over. In spite of its minimal size, ELCAPA seats four adults comfortably and is equipped with ECVT full-time 4WD to assure you of safe, enjoyable driving even in rain or snow. And thanks to the Super Energy Recycling Hybrid Power System, ELCAPA features low emissions, saves resources and generates minimal noise. There's much more to ELCAPA than meets the eye.

For cities around the world. A world-class minicar that pursues the ideal town car.

Ultra-low fuel consumption hybrid power system. Continuously variable ECVT + full-time 4WD.

The body structure meets safety standards around the world.



ELCAPA

©SUBARU Hybrid Power System (Super Energy Recycling Type) ELCAPA has two power sources: an engine and a motor. What's more, it brings together new technologies, including a large-capacity capacitor battery, to achieve highly efficient energy recycling (recovering kinetic energy during deceleration and charging). This is combined with an ECVT + full-time 4WD system to create a groundbreaking hybrid power system that achieves low pollution, resource conservation, and low noise. It can also be charged from an external power source, such as a household 100V power outlet.

[Basic driving mode]

- engine running mode
Ideal for suburban driving with little traffic congestion (Engine + ECVT/full-time 4WD)
- Motor assist mode
Ideal for city driving and quiet driving (Motor/full-time 4WD driving)
- Hybrid driving mode
When you need more power on the road or when overtaking

© Energy recovery function 123 can be recovered (charging capacitor and lead battery)



© ECVT + 4WD active safety

The combination of fully electronically controlled ECVT and full-time 4WD makes for a smooth, easy, and fun 4WD ride that's safe and fun. Full-time 4WD also offers a significant difference in stability and peace of mind when braking.

© Advanced safety structure design

The body structure meets global safety standards thanks to a strong frame under the floor that runs from front to back and a side-impact design. It also comes equipped with an airbag system that includes side airbags, further enhancing safety.

Hybrid Power System

Engine: 900cc inline 4-cylinder 50HC

Maximum power: 44ps/4000rpm

High torque: 7.5kg-m/4800rpm

Motor: Permanent magnet type periodic motor

Motor power: 10kW continuous, 19kW maximum

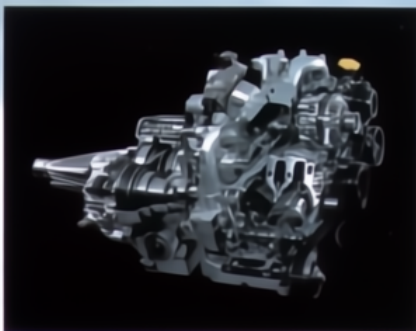
Battery (capacity):

Capacitor battery (16F/120V or 42F/120V)

Lead-acid battery (90V-60Ah)

Ultra-low fuel consumption Hybrid Power System. ECVT full-time 4WD. Body construction surpassing safety standards worldwide.

Introducing the Subaru Hybrid Power System (Super Energy Recycling type) engine, combining a gasoline engine and electric motor to produce "hybrid power". Recharging is automatic while the vehicle is running, and the environmentally-friendly system delivers low exhaust emissions, saves resources and produces very little noise. The Hybrid Power System features three drive modes. Mode 1 uses the engine (for out-of-town driving), Mode 2 uses the electric motor (for town driving), and Mode 3 combines both for higher power. High power demands are sensed automatically and power mode is switched accordingly. The system also features an energy recovery function, allowing recovery of energy in all power modes.



Next-generation power unit:
ultra-lean burn engine + longitudinally mounted HT-CVT

Internal injection engine (Lean burn engine)

Engines inject warm fuel (gasoline and air) into the cylinders () using a fuel injection system, but various methods are being researched to dilute the gasoline temperature and achieve lean burn, aiming to conserve resources and purify exhaust gases. Subaru's domestic injection engines enable ultra-lean burn by injecting gas directly into the cylinder, achieving both significant improvements in fuel economy and exhaust gas purification. Taking advantage of the large bore size of horizontally opposed engines, an ideal layout with the injector located in the center of the valve allows for a compact cylinder head.

HT-CVT A continuously variable transmission that is also compatible with 2.5L class vehicles.

The torque converter is placed in a central location, combining a continuously variable

CVT. It not only maximizes the driving performance of the 4WD power unit, but also fully electronically controls the torque converter to slip, improving the overall efficiency of the power unit. It's a high-torque CVT that can accommodate engines up to the 2.5L class.

Subaru was the first in the world to put ECVT into practical use in 1987.

The ECVT is a new generation easy-drive system that combines high-performance driving with low fuel consumption, and was first commercialized by Subaru in 1987. It is now

supplied to manufacturers both in Japan and overseas, and has earned high praise worldwide.

The ECVT is a continuously variable transmission that combines a steel belt with a pair of pulleys, and changes gears by continuously changing the diameter of the pulleys, resulting in minimal rotational loss and no gear change shock. In addition, because the gear ratio is always optimally adjusted according to driving conditions, it provides a brisk ride when starting and accelerating, and is also very economical.

Miller cycle engine/CVT output VVIO RX-T

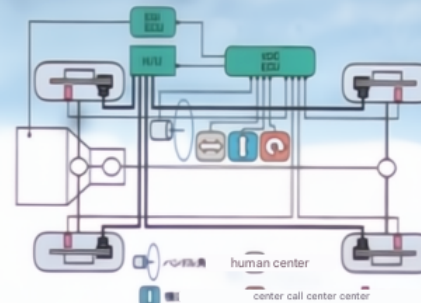
Miller cycle engine

Taking advantage of the excellent qualities of the 658cc 4-cylinder SOHC supercharged engine, which has been specially tuned for ECVT, it has been converted to a Miller cycle with natural induction.

This improves efficiency and reduces pumping loss, achieving both high power output and low fuel consumption.

CVT Tip

The clutch is also a pulley-shift type, and the ECVT, a fully electronically controlled six-speed, electronically surfaced transmission, is combined with a manual shift mode for a revolutionary system jointly developed by Spar and Porsche. While driving, you can freely select between D range (automatic shifting mode) and M range (manual shift mode), allowing you to enjoy both easy and active driving.



VDC (Vehicle Dynamic Control) Exhibit car - EXIGAC

This is a vehicle control system that further enhances the driving and safety of 4WD. It calculates the driver's target driving line from the steering angle and vehicle speed, and simultaneously detects wheel speed, front/rear and lateral acceleration, and yaw movement to predict the actual driving line. It controls the driving force and braking force independently to minimize the deviation of these two lines. When it is predicted that the vehicle will enter an unstable driving state, it reduces engine output and vehicle speed in addition to braking force to ensure stable driving.

Technology for tomorrow... The wider vision. The continual pursuit of active driving and active safety.

Direct injection engine with HT-CVT

Direct, high pressure injection of fuel into the cylinders achieves lean burn for cleaner exhaust emissions with high power output. In addition, HT-CVT (High Torque Continuously Variable Transmission) allows the engine to operate at its most fuel-efficient, boosting gas mileage. This transmission can be mated to engines of up to 2.5-liter capacity.

ECVT (Electro-Continuously Variable Transmission)

In 1987, Subaru was the first to launch the ECVT, a new 'easy drive system' boasting the twin goals of improved performance and low fuel consumption. At present, Subaru is supplying the ECVT units to both local and overseas manufacturers where it has been highly acclaimed, especially in Europe.

Miller cycle engine with CVT Tip

658cc 4-cylinder Miller cycle engine with supercharger and CVT Tip greatly improves thermal efficiency, lowers pumping loss, and delivers high power with low fuel consumption. CVT Tip is an electronically controlled CVT that incorporates a manual shift mode. This innovative system is the result of a collaborative R & D effort between Porsche and Subaru.

VDC (Vehicle Dynamic Control)

The VDC system recognizes the course a driver wishes to take from the steering wheel angle and vehicle speed. It detects the current driving conditions from the wheel speed sensors, longitudinal and transverse G sensors and the yaw velocity sensor, and simultaneously estimates the coefficient of friction (potential loss of traction) of the road surface. It uses this information to predict the actual direction of the vehicle, and minimizes the difference between the desired and predicted course by controlling the driving and braking forces. When a potentially unstable situation is predicted because the desired course and the car's actual course differ, the braking and driving forces are controlled to regain stability. Vehicle speed is also limited if necessary by reducing engine output and torque.

Tomorrow's technology. We pursue active driving and active safety with a broader perspective.





LEGACY GRAND WAGON WOODLAND

Legacy Grand Wagon Woodland ()

The warmth of wood suits the Grand Wagon, giving it the feel of a traditional station wagon.

⊙ Exterior wood trim (maple)



I want my life to always be sporty.
However, sports are not just physical sports.
I want to be a sportsman who always maintains a fair spirit. What car would suit me like that? That's the thought that I put into the Woodland.

Takashi Teraoka

Life with a wagon. Play when you want to play.

① High-speed cruising potential is the joy of tarmac, but beyond that, gravel awaits. The stage for the sports wagon is even wider.

② A 7-seater touring wagon that further expands the enjoyment of wagon life.

① IMPREZA GRAVEL EX

Impreza Gravel EX MAD
()



② LEGACY TOURING WAGON SEVEN

Legacy Waring Wagon Seven
()



We've incorporated the Subaru feel from various angles.



**SUNDAY
CAMPING-CAR ALADDIN**

Domingo Camper Aladdin

Galley with shower, refrigerator, and portable toilet. The upper pop-up

roof bed can accommodate two people, and the flat bed can accommodate two more. Aladdin's Wonderful Domingo, 6 people.



SUNDAY

IS PICNIC-CAR

Perfect for short camping trips or picnics, this 8-seater, one-box wagon offers reliable ECVT + full-time 4WD and a stylish exterior.



**Days
PICNIC-CAR ASTONISH**

Aladdin's Wonderful Domingo, 6 people.

is also equipped with a living room seat, a refrigerator, and a portable toilet.

① Home care system, home care, and the power of the physically disabled (Mainly wheelchair users)

This vehicle is specially equipped for caregiving purposes and is equipped with a power lift for wheelchair access.

2. A stylish, high-performance one-box electric vehicle.

Powerful and quiet, it offers a comfortable driving experience.

**① SAMBAR
TRANSCARE,
Sambor Transcare**



**② SAMBAR
CLASSIC EV Thumper
Classic Electric ARE**



Fuji Heavy Industries and Sweden's Volvo

The large tourist bus Astorpe Superior was born from this partnership. Fuji

Heavy Industries is also developing a variety of technologies in the bus body field.



The appeal of the Legacy Touring Wagon is its 4WD-based packaging. The combination of a horizontally opposed engine and 4WD allows the engine, transmission, and drivetrain to be positioned low and symmetrically. The excellent balance of movement in the left-right direction and the excellent weight balance in the front-to-rear direction are what make the Subaru IWD sporty.

It is an important key to creating a driving experience that gives you peace of mind, in other words, driving pleasure.

The Legacy's driving is more energetic than it looks. For example, even if you use up the space as a wagon, such as by loading it with toys, you can enjoy high-speed driving with peace of mind. Even if it rains or even snows, the Legacy's mobility is unaffected.

The sense of security at high speeds is undoubtedly at the top level in this class, and the firm suspension leaves no room for complaint in terms of ride comfort. Subaru has proposed the concept of stability at high speeds for 4WD, but the Legacy series has taken this idea even further, and the Grand Wagon has secured excellent off-road performance based on that quality.

With the addition of the , it is now possible to choose a model

that suits each purpose. The Grand Wagon is for enjoying camping and outdoor sports, the Touring Wagon GT with its 250ps turbo DOHC is for high-speed touring, and the Touring Wagon with its 2.5/NA engine is for enjoying a relaxed and high-quality ride, although it may not have the absolute acceleration of the GT. The satisfaction level with this car is quite high.

We recommend the Wagon 250T.

The Legacy's greatest features are its ease of use as a wagon and its sporty driving performance, but don't forget its styling. There are many wagons out there, but the Legacy has a presence that is immediately recognizable even from a distance.

Kazuo Shimizu is a motor journalist who has appeared in numerous car magazines, including NAVI and Car Top. He is particularly known for his theoretical analysis of driving technology, and is also a top-notch racing driver.

The Legacy's driving is even more lively than it looks.

Shimizu Kazuo

The Legacy—an even better drive than it looks.

The Legacy Touring Wagon's 4WD packaging is one of its major attractions. Its combination of a horizontally-opposed engine and 4WD system allows low floor height and a laterally symmetrical layout of the engine, gearbox and drivetrain. This assures excellent side-to-side and front-to-rear balance and delivers a sporty drive with a reassuringly safe feel. In other words, it's a vital factor in enhanced driving pleasure, and is the major reason why Legacy is an even better drive than it looks. Even packed with a full load of luggage, Legacy lets you enjoy high speed driving through rain or snow with a level of safety unmatched in a car of this class. The solid feel of the suspension is another cause for celebration. Subaru pioneered the concept of stable high speed driving in a 4WD vehicle, and with the arrival of the Grand Wagon and its exceptional off-road capabilities, the choice of models became much wider. For lovers of outdoor sports, the Grand Wagon is the vehicle of choice. For high speed touring, the 250PS turbo DOHC Touring Wagon GT is unrivaled. And for a refined drive in total comfort, the Touring Wagon 250T with normally aspirated 2.5-liter engine is the ideal. Overall, the greatest attractions of the Legacy are its exceptional driveability and ease of use as a wagon, but its styling deserves praise, too—there are many wagons on the market, but even from a distance the Legacy is unmistakable. This is a car with an incredibly high level of satisfaction.

Kazuo Shimizu is a auto journalist who writes for a number of car magazines. He is well known as a leader in the field of theoretical analysis of driving technology, and is also widely known as a first rank racing driver.

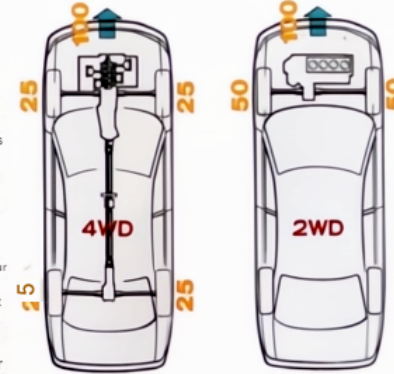
The footwork makes it difficult to slip.
4WD fundamentally improves a vehicle's active safety.



4WD Active Safety: Traction

The safety of 4WD is especially evident on slippery surfaces such as snowy roads and rainy highways. It is especially safe when starting off on a snowy slope.

4WDs are less likely to slip because all four wheels are driven, providing excellent traction at all times. The front wheels pull the car and the rear wheels push it at the same time. Furthermore, engine power is distributed to all four wheels, so excessive power is not transmitted to the tires. This unique characteristic of 4WDs is of course also demonstrated on dry roads, but when the road surface becomes slippery, the tire's grip on the road decreases, further widening the gap in safety between 2WD and 4WD. In this case, 4WDs can achieve up to twice the traction of 2WDs.



Tires will slip when a force greater than their grip capacity (frictional force) is applied. 4WD vehicles are less likely to slip because the driving force is distributed among all four wheels, meaning there is a margin in the slip limit of each tire. As a result, the grip of all four tires can be used effectively.

If you are driving a 100 horsepower car on a road that is slippery due to snow and where applying more than 30 horsepower to the tires will exceed the grip limit between the tires and the road surface, the situation will look like this:

<For 2WD> Even if 50 horsepower is transmitted to each drive wheel, a power loss of 20 horsepower occurs (50 horsepower car = 30 horsepower = 20 horsepower). The traction power is 30 horsepower x 2 wheels = 60 horsepower in total. The extra 20 horsepower causes the tires to spin, which can lead to slippage.

<For 4WD> 25 horsepower per wheel. This is within the grip limit of the tires, so the engine's 100 horsepower is fully utilized for traction, ensuring safe driving.

Avoiding "slip"—the challenge facing automakers for over 100 years.

Quite simply, a car runs on its tires. They are the only part of the vehicle in direct contact with the ground. They have to transmit power, steering and braking. And they have to do it on all kinds of road surface. So enhancing these critical tire functions is the cornerstone of high performance. Or put another way, performance largely depends on how effectively we can suppress tire slippage, or traction loss. By its very nature, transmitting raw drive power to the road through the tires will always produce some loss of traction. And that is why 4WD is so vitally important: 4WD provides vastly superior traction—up to twice as much as 2WD.

There's nothing more satisfying than
being able to drive exactly as you imagined. 4WD is comfortable.

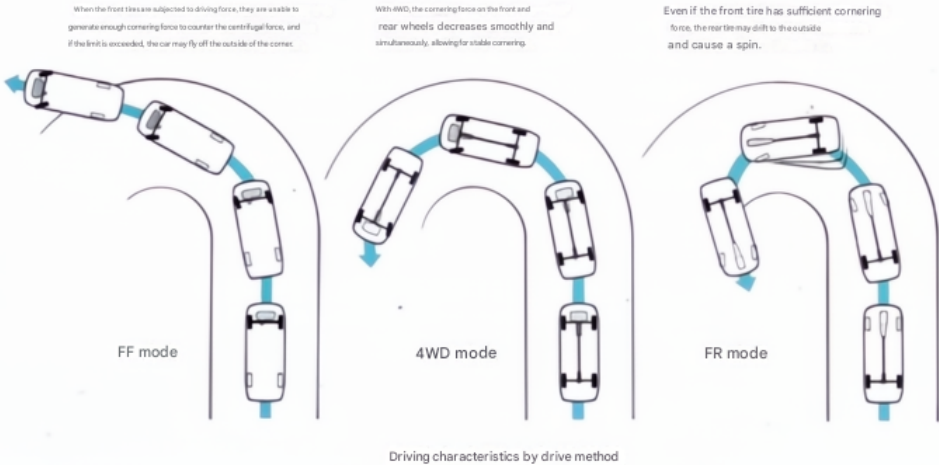


4WD Active Safety: Cornering



It feels great to have a car that turns exactly how you want it to. 4WD also excels in this basic ability to turn. When cornering, 4WD balances the driving force acting in the direction of travel with the force acting sideways to counter centrifugal force (cornering force), allowing for stable cornering. This is also due to excellent traction.

A car can only be driven safely if it has stable traction. 4WD not only makes it less likely to slip but also allows the car to turn exactly as intended, enhancing the car's active safety in two ways: first, by making the driving itself less likely to cause an accident, and second, by preventing driver anxiety and fatigue.



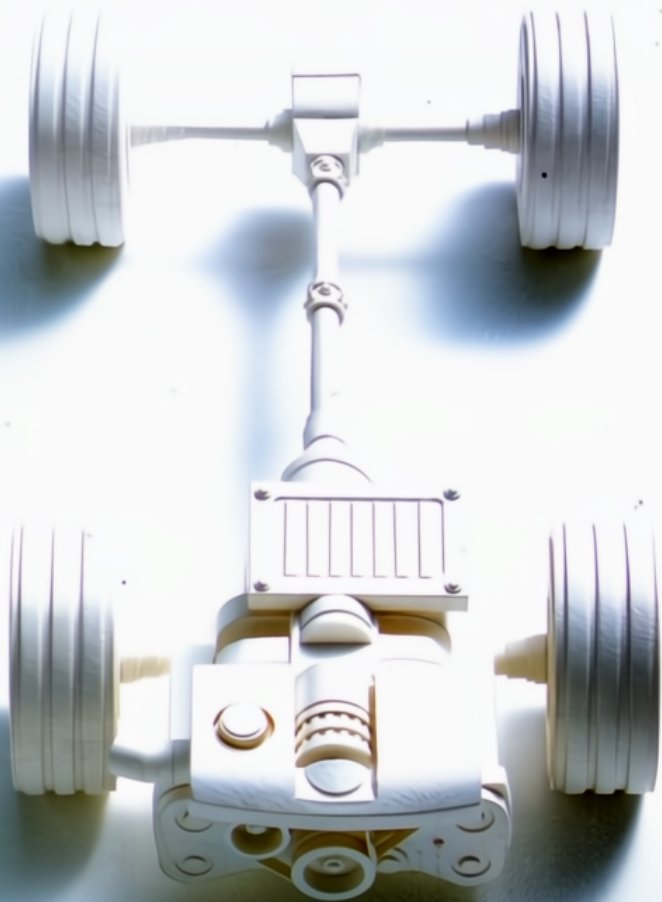
4WD—the basis of active safety.

There are two major approaches to car safety. One is *passive safety*, or minimizing damage and risk of injury in the event of an accident. The other is *active safety*, which seeks to prevent accidents in the first place. And stable traction is by far the most important factor in active safety. That's why 4WD, with its superior traction, forms the basis of active safety.

Subaru 4WD technology delivers unprecedented comfort and safety on a wide range of driving surfaces.

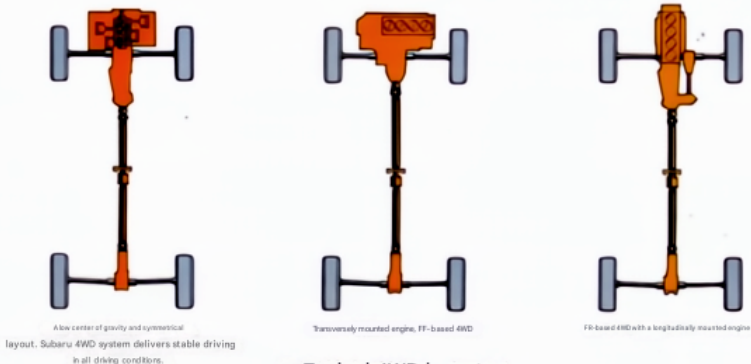
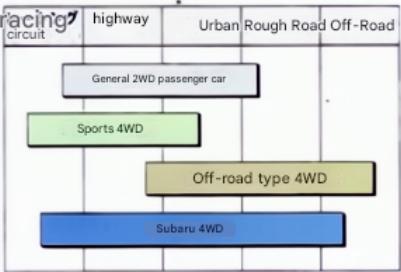


4WD Active Driving: Passenger 4WD Technology



The Subaru 4WD system is a passenger 4WD technology designed to deliver advanced driving performance and safety. Designed as a complete powertrain, the system is simple and lightweight. From the compact horizontally opposed engine to the rear differential, everything is aligned in a straight line, with a low center of gravity and symmetrical placement. The ideal dynamic balance, created by outstanding front-to-rear and left-to-right balance, maximizes the driving stability of the 4WD. The driving feel is supple and sporty. Enjoy a comfortable ride supported by advanced active safety on a wide range of driving situations.

Subaru 4WD driving range image



Typical 4WD layout

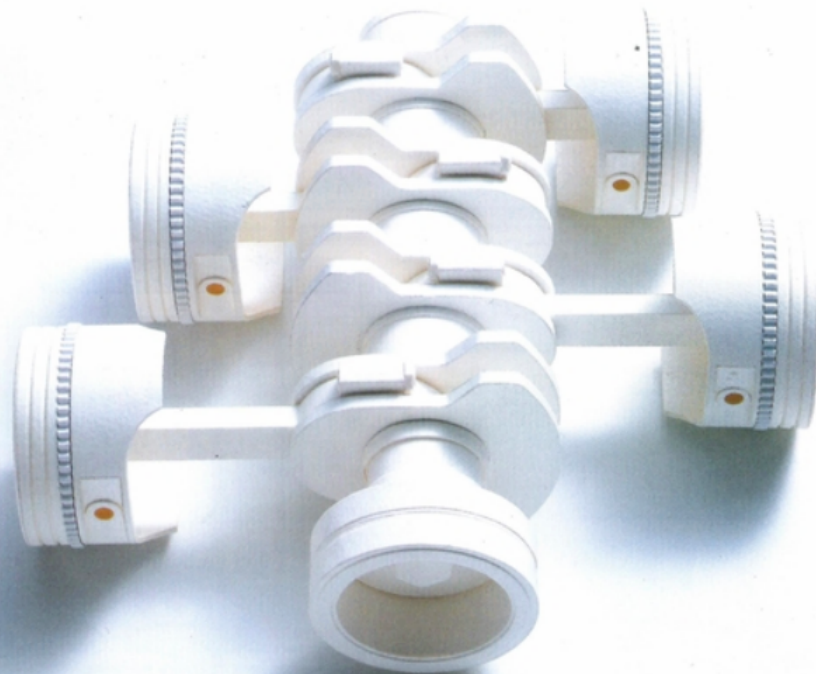
Straight, laterally symmetrical drivetrain. It's the future of motoring.

Subaru's 4WD system achieves the ideal drivetrain layout. From the lightweight and compact horizontally-opposed engine, through the gear box, transfer box and propeller shaft, to the rear differential, the drivetrain is straight and laterally symmetrical. In turn, this gives excellent longitudinal and lateral balance. It's this simple yet perfect layout that is the key to the nimble handling so characteristic of Subaru vehicles. So you not only enjoy a sporty drive, you also have the peace of mind that comes with a high level of active safety. The Subaru 4WD system. The crystallization of Subaru engineering, and our pride and passion.

Nicknamed "Boxer,"
this is another fun thing about Subaru 4WD.



4WD Active Driving: Horizontally Opposed Engine



When talking about Subaru 4WD, one thing that should not be forgotten is the horizontally opposed engine. Nicknamed "Boxer."

This engine, which moves pistons horizontally left and right around the crankshaft like a boxer punching, is full of the qualities of a high-performance engine. The opposing pistons cancel out each other's vibrations, allowing you to enjoy smooth and sharp response even at high revolutions. Its power source, rigidity, and reliability are outstanding.

Its superiority has been proven in the WRC. And it has a quiet yet thrilling boxer sound. And most importantly, this engine is low in height, short in overall length, light, compact, and has excellent left-right balance, making it the key mechanism in the Subaru 4WD system. In pursuit of the ideal driving experience, Subaru equips all models of its SVX, Legacy, and Impreza with this "boxer" engine.



A high-performance horizontally opposed engine with a low center of gravity, light weight and compact size that also improves driving stability.

The highly-praised BOXER. Key component of the Subaru 4WD system.

The mainstay of the Subaru 4WD system is its horizontally-opposed engine, known as the BOXER. This engine configuration features a central crankshaft with horizontally-opposed pistons on either side. This unique layout is the secret of the engine's high performance, and in keeping with our quest for the ultimate drive, the SVX, Legacy and Impreza are all equipped with a BOXER type engine.

Build it while running.
This is Subaru, seeking the truth of the road.

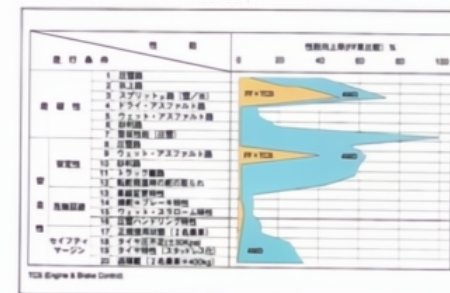


Subaru 4WD: Records and Data

A distinctive feature of Subaru's car manufacturing is that it is developed through thorough testing. Of course, the vast amount of data collected in the early stages of development and tests that require special equipment are carried out on test courses, but even more importantly, they place importance on actual driving tests on public roads. They actually drive the car, feel it with their bodies, and continue driving until they are satisfied with the result. Public roads include all roads on the planet.

The driving test was conducted by the research and testing staff in the early stages of development.

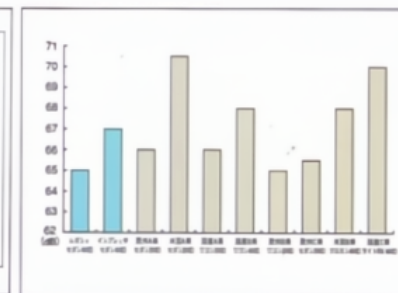
Performance comparison of FF, FF+TC3, and 4WD



We are involved with the car from the very start to the final setting, seeking the taste for even the slightest moment's reaction. This is because for a driver's car, not only speed in terms of data but also intuitive performance is particularly important.

Subaru 4WDs have been manufactured for over 20 years, and precision and quality have been enhanced through extensive testing. They also achieve the overall high performance required of a car, including quietness and lightweight design.

Interior noise when driving at 100km/h



1993 Legacy Touring Wagon GT sets world record for fastest wagon (FIA and ACCUS approved mass-produced station wagon unmodified category)
Average section speed: 249.981km/h (Salt Lake City, USA)

Driving while we build.
We prove our theories on the road, not just on the desktop.

What sets Subaru apart is a commitment to thoroughly testing the cars we build, while we build them. Subaru pays particular attention to testing on regular public roads. And by that we mean all the roads we can find, all over the world. Our research and test personnel are closely involved with vehicles under development, from the initial phases right through to completion. Subaru does not rely solely on test data, either. We consider the subjective observations of our experienced research staff equally important.

- Legacy 4WD achieves world speed record for completing 100,000 km in 1989. Total time to 100,000 km: 447 hours 44 minutes 09 seconds. Average speed: 223.345 kph.
- Legacy Touring Wagon GT achieves world speed record for wagon class in 1993. Average speed: 249.981 kph

*The cars that make me happy are those that give me a sense of culture, including the way they drive.

The more we explore functionality, the further it diverges from human emotions.
This is a difficult aspect of my work, but I still feel a deep connection to Japanese culture.

I can't help but dream of the arrival of a stylish car that will do just that.

_____ Tokudaiji Temple Yuheng



Subaru has been providing the official cars for the Ski Association of Japan (SAJ) for domestic and international competitions since 1976.



Subaru supports outdoor sports.



Subaru Snow Meeting 95 in 1995



15th Interski (Nozawa Onsen Ski Resort)



HANAKO Impreza Snowboard School in



21st National Student Iwatake Ski Tournament



Fuji Heavy Industries Co., Ltd.

Spar Building, 1-7-2 Nishi-Shinjuku, Shinjuku-ku, Tokyo 160

For Subaru inquiries, please call the toll-free number 0120-052215



This message book is made using recycled paper.